

BookletChart™



Prince of Wales Island – Kendrick Bay to Shipwreck Point

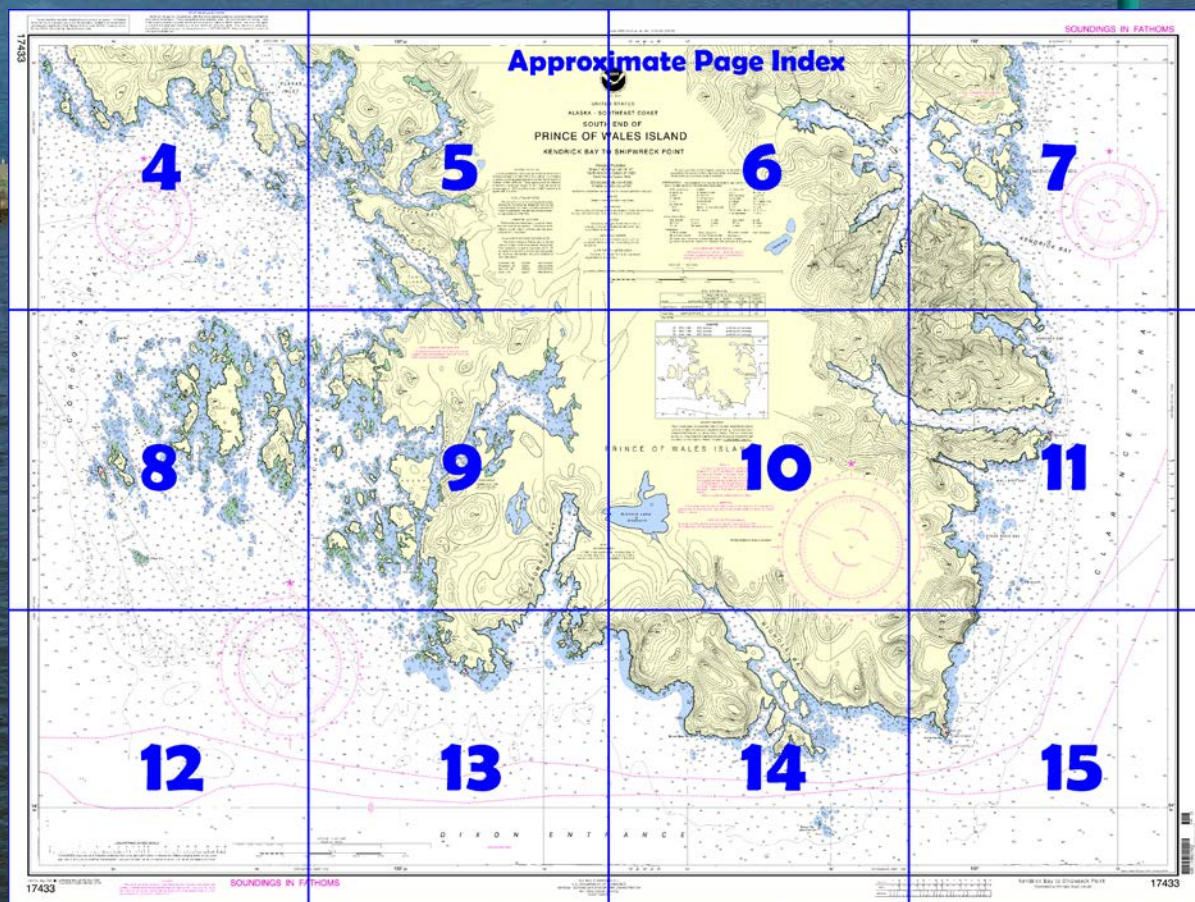
NOAA Chart 17433

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17433>.



(Selected Excerpts from Coast Pilot)
Point Marsh (54°43.2'N., 132°19.1'W.), about 13 miles E of Cape Muzon, is a group of rocky islets, all of which are comparatively low and wooded, lying close to the main shore of Prince of Wales Island. Between 1 and 2 miles back of the point, the ground rises evenly and several irregular knobs show along the slope. About 2.5 miles NE of the point is a prominent, almost bare hill, with rounded top. **Point Marsh Light** (54°42'42"N.,

132°17'43"W.), 74 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on a small islet about 1 mile SE of Point Marsh.

Minnie Bay, a small bight in the main shore back of Point Marsh, is much used by local fishermen and affords excellent anchorage for small craft. Enter the bay W of the small charted islets inside the entrance and run fairly close-to in order to avoid a reef extending 30 feet out from the W shore opposite the southernmost islet. Heavy kelp covers much of the shoreline during the summer, but the center of the bay is clear.

Brownson Bay, about 1.5 miles NE of Point Marsh Light, is narrow, and its entrance is somewhat obstructed by islets and rocks. It affords indifferent anchorage in about 11 fathoms, 0.2 mile S of the rock awash near the head of the bay. In entering, favor the W side of the bay, taking care to avoid a rock awash that is about 0.6 mile NE of the islets off the W point at the entrance.

In 1968, it was reported that the depths in Brownson Bay were considerably less than the charted depths; caution is advised.

Little Brownson Bay, on the E side of the entrance to Brownson Bay, affords anchorage for small craft. The bay is entered from the S, but local knowledge is required; the N passage can only be used by very small boats. Williwaws sweep across the bay during SE gales.

Surf Point, about 4.6 miles ESE of Point Marsh Light and 2.5 miles W of Nunez Point, rises rapidly to a knob, and then to higher ground to the N. **Brown Bear Rock** is a prominent rock close to the point. A submerged rock, cleared to 6 fathoms, is about 0.4 mile S of the point, with deep water inshore. Tide rips, hazardous to small craft, are in the vicinity. An inlet, about 1.2 miles E from Surf Point, is too deep for anchorage and is open and exposed. Foul ground extends about 0.2 mile off the point on the E side of the inlet.

Bert Millar Cutoff is the passage to Nichols Bay W of Bean Island. It forms a bight at each end, narrowing at the center to a channel about 30 yards long and 10 yards wide. A depth of about 1¼ fathoms is in the narrow part of the channel, and submerged rocks are in the bight at the N end. At times the current through the channel is very swift.

Currents.—Tidal currents through The Narrows have an estimated velocity of from 1 to 2 knots. The flood sets N, and the ebb S.

Routes, Eureka Channel.—From a point 670 yards W of the rocky islets off Mexico Point, a course of **002°** will keep in the deepest channels and clear all dangers in the S part of Eureka Channel. Center Island Reef Daybeacon 3 is on the leading bearing on this course. It is almost on range with the E tangent of the second group of islands W of The Narrows. The **002°** course passes 345 yards E of Eureka Channel Daybeacon 1 and if made good keeps well clear of a submerged rock with a least depth of 3 feet that is about 0.7 mile NNE of Eureka Channel Daybeacon 1. When Center Island Daybeacon 3 is distant 440 yards and the W bank of The Narrows is slightly open, change course to **022°** and pass about midchannel between Center Island Reef Daybeacon 3 and Center Island, slightly favoring the daybeacon, but keeping clear of the kelp bed that is NE of the daybeacon. When Guide Rocks Daybeacon 4 shows in the middle of The Narrows, change course to **032°**, which is a leading bearing on that daybeacon. Continue on this course until the N tangent of the nearest island bears **275°**, then change course to **350°** for Klakas Inlet and Hunter Bay. Avoid the submerged rock that is 205 yards NE of the N point of the island that forms the W side of The Narrows. This rock is awash at extreme low tides. Small fishing vessels also frequently use the channel that leads to the NNW from a point about 0.3 mile S of Center Island Reef Daybeacon 3. An extensive shoal area in this channel is 0.7 mile NW of the daybeacon where the best water is near the W shore.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

Hessa Narrows
Currents of 6 to 7 knots with swirls and eddies have been reported

HEIGHTS
Heights in feet above Mean High Water

Mercator Projection
Scale 1:40,000 at Lat. 54° 47'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 4° from the normal variation have been observed south of Tah Island in the vicinity of Anchor Island.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Sukkwani I, AK KZZ-89 162.425 MHz
Zarembo I, AK KZZ-91 162.450 MHz
Gravina I, AK KZZ-96 162.525 MHz
Duke I, AK KZZ-91 162.450 MHz

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B
BROWNSON BAY
In 1968, it was reported that the actual depths were considerably less than the charted depths; caution is advised when navigating in this area.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 4° from the normal variation have been observed north of the Kendrick Islands at 54° 54.4' N., 131° 58.6' W.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.234" southward and 5.995" westward to agree with this chart.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.
CAUTION

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

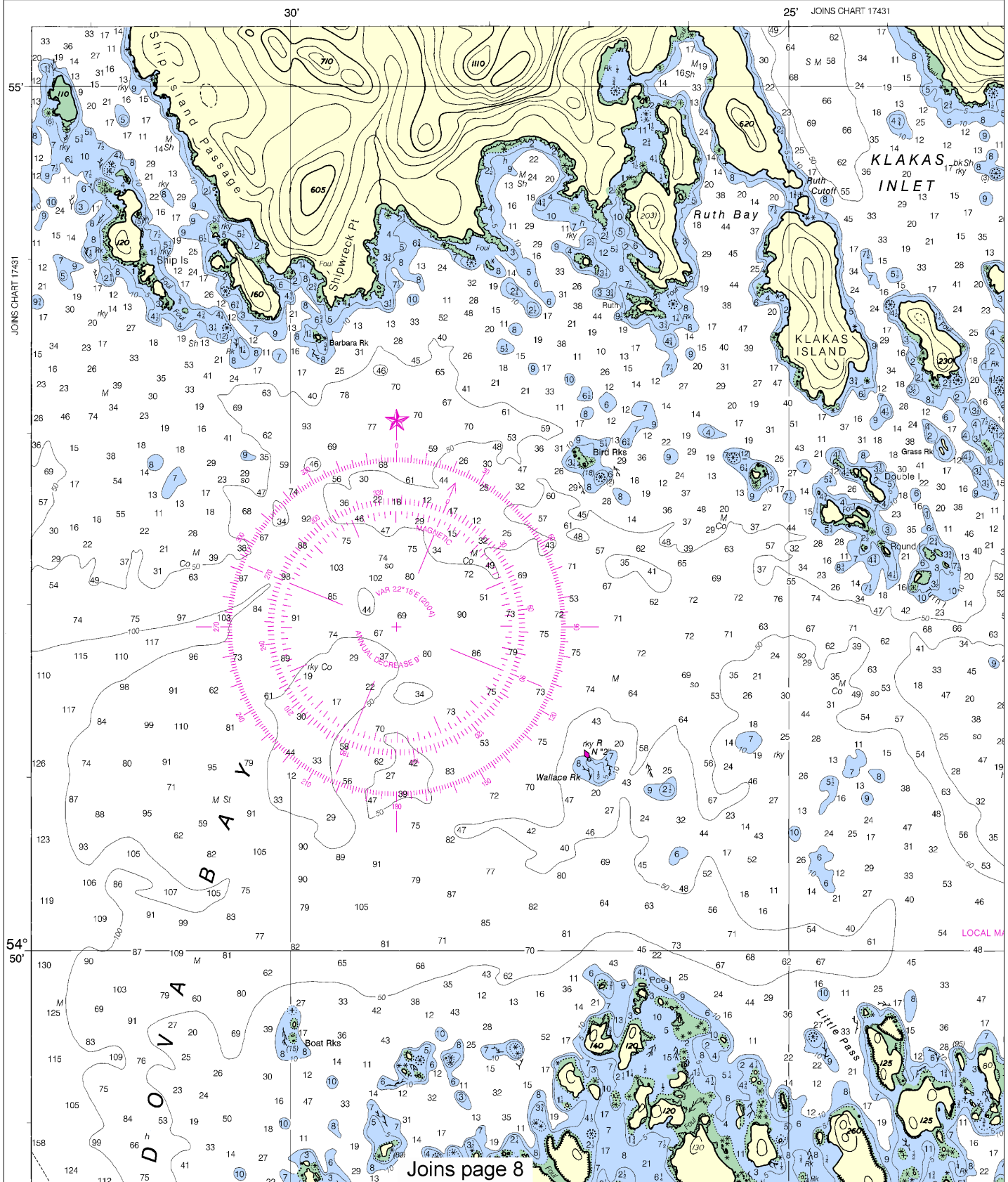
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical G green Mo morse code R TR radio tower
Al alternating IQ interrupted quick N run Rot rotating
B black Iso isophase OBSC obscured s seconds
Bn beacon LT HO lighthouse Oc occulting SEC sector
C can M nautical mile Or orange SI M statute miles
DIA diaphone m minutes Q quick VQ very quick
F fixed MICRO TR microwave tower R red W white
Fl flashing Mk marker Ra Ref radar reflector WHIS whistle
R Bn radiobeacon Y yellow
Bottom characteristics:
Bds boulders Co coral gy gray Oys oysters so soft
bk broken G gravel h hard Rk rock Sh shells
Cy clay Grs grass M mud S sand sy sticky
Miscellaneous:
AUTH authorized Obstr obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Cape Chacon	(54°42'N/132°01'W)	feet	feet	feet	feet
		13.8	12.8	1.5	-4.0
Minnie Bay	(54°43'N/132°18'W)	12.7	11.8	1.5	-4.0
Hunter Bay	(54°52'N/132°19'W)	12.7	11.8	1.5	-4.0

(Nov 2003)



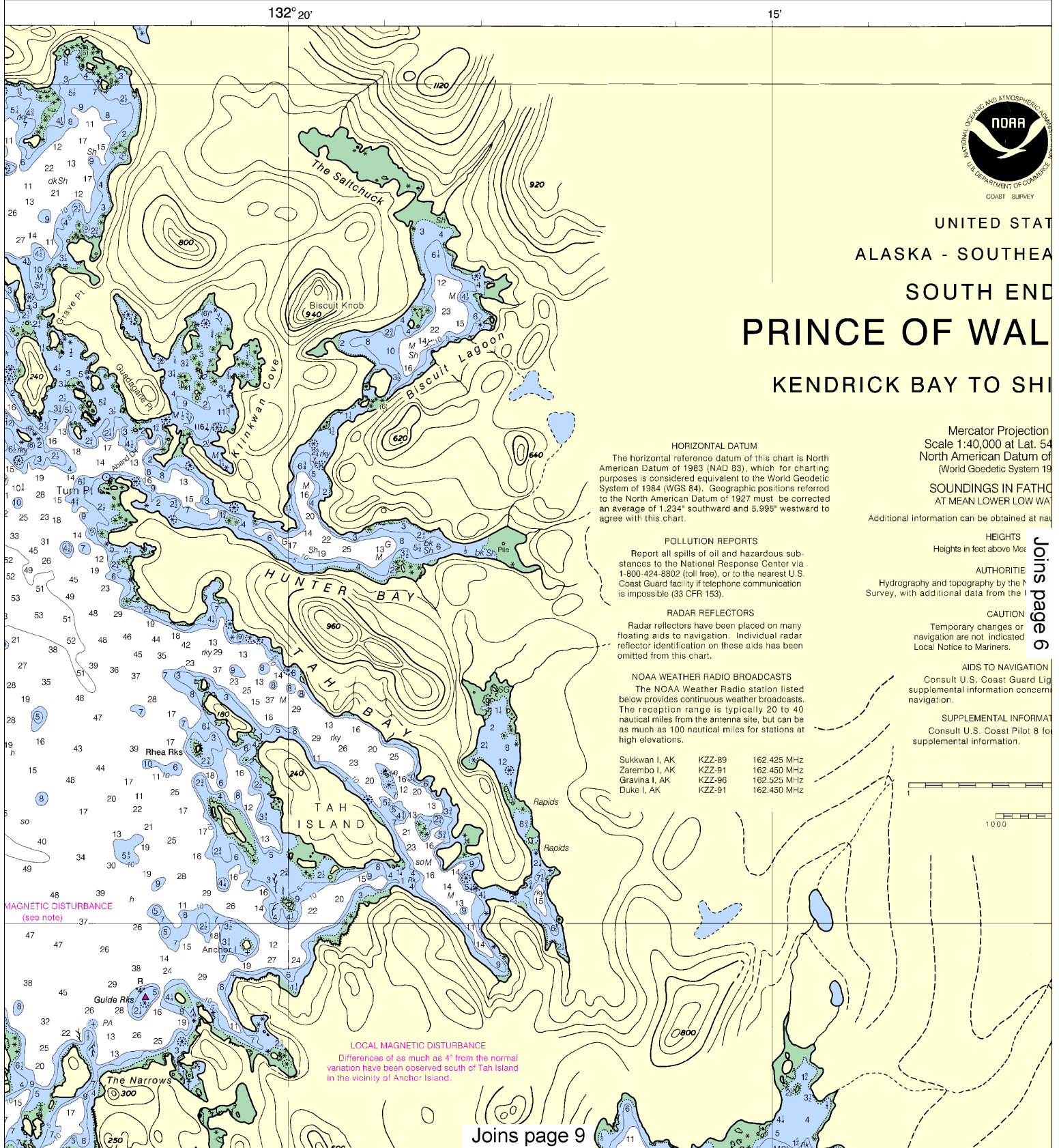
Joins page 8

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57143. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



UNITED STATES - SOUTHEAST COAST SOUTH END OF OF WALES ISLAND WAY TO SHIPWRECK POINT

Mercator Projection
Scale 1:40,000 at Lat. 54° 47'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
in feet above Mean High Water

AUTHORITIES
Topography by the National Ocean Service, Coast
and data from the U.S. Coast Guard.

CAUTION
Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Notice to Mariners.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important
supplemental information.

The contour lines are hill shapes, sketched to afford the navigator a
generalized indication of the character of the land forms. They should
not be relied upon as lines of equal elevation.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	leo isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft	Sh shells
bk broken	G gravel	h hard	Rk rock	sy sticky	
Cy clay	Gr grass	M mud	S sand		

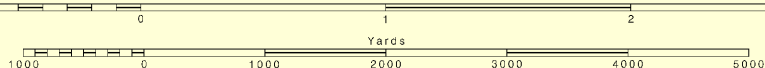
Miscellaneous:

AUTH authorized	Obn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal
variation have been observed north of the Kendrick
Islands at 54° 54.4' N., 131° 58.6' W.

SCALE 1:40,000
Nautical Miles



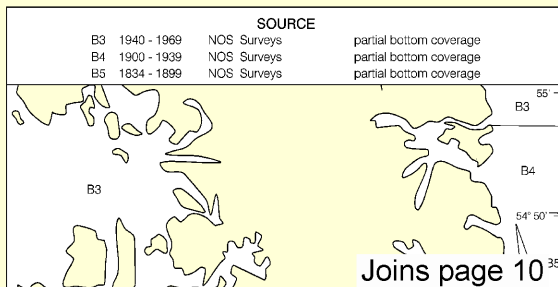
TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Cape Chacon (54°42'N/132°01'W)	13.6	12.6	1.5	-4.0
Minnie Bay (54°43'N/132°18'W)	12.7	11.8	1.5	-4.0
Hunter Bay (54°52'N/132°19'W)	12.7	11.8	1.5	-4.0

(Nov 2003)

SOURCE

B3 1940 - 1969	NOS Surveys	partial bottom coverage
B4 1900 - 1939	NOS Surveys	partial bottom coverage
B5 1834 - 1899	NOS Surveys	partial bottom coverage



Joins page 10

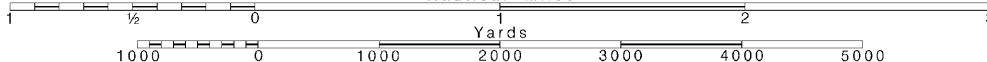
6

Note: Chart grid
lines are aligned
with true north.

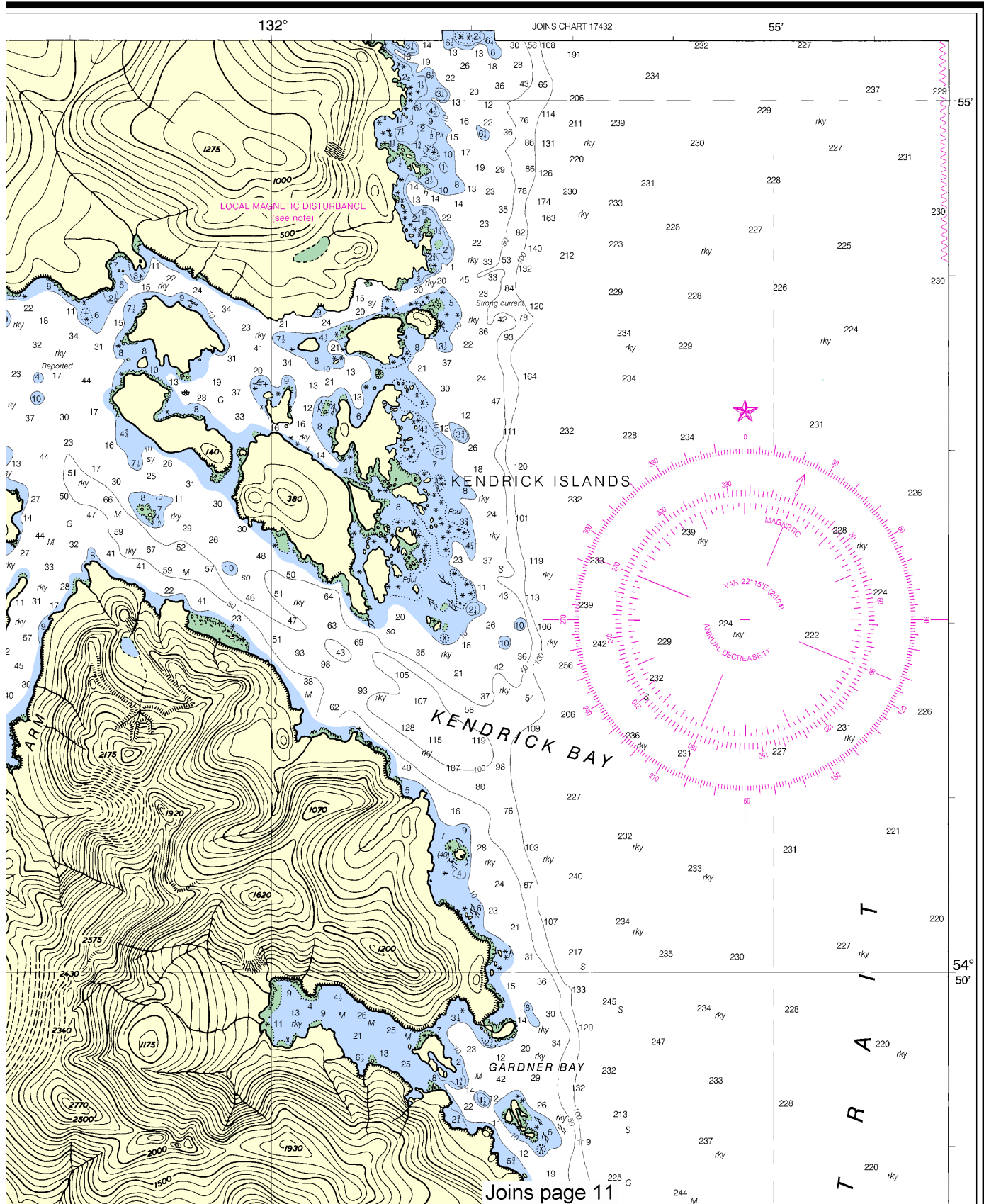
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

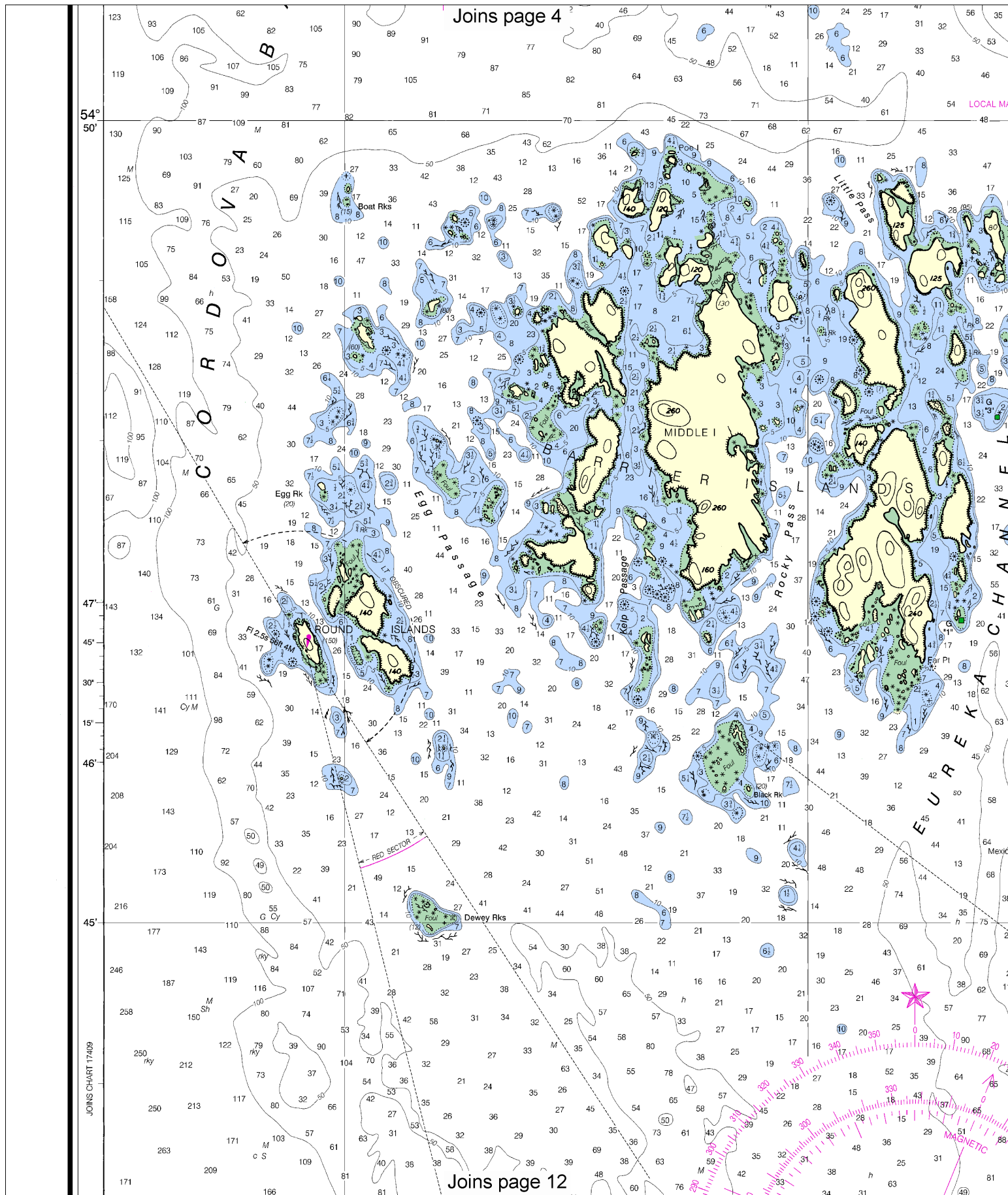
See Note on page 5.



SOUNDINGS IN FATHOMS



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

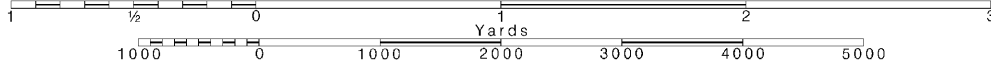


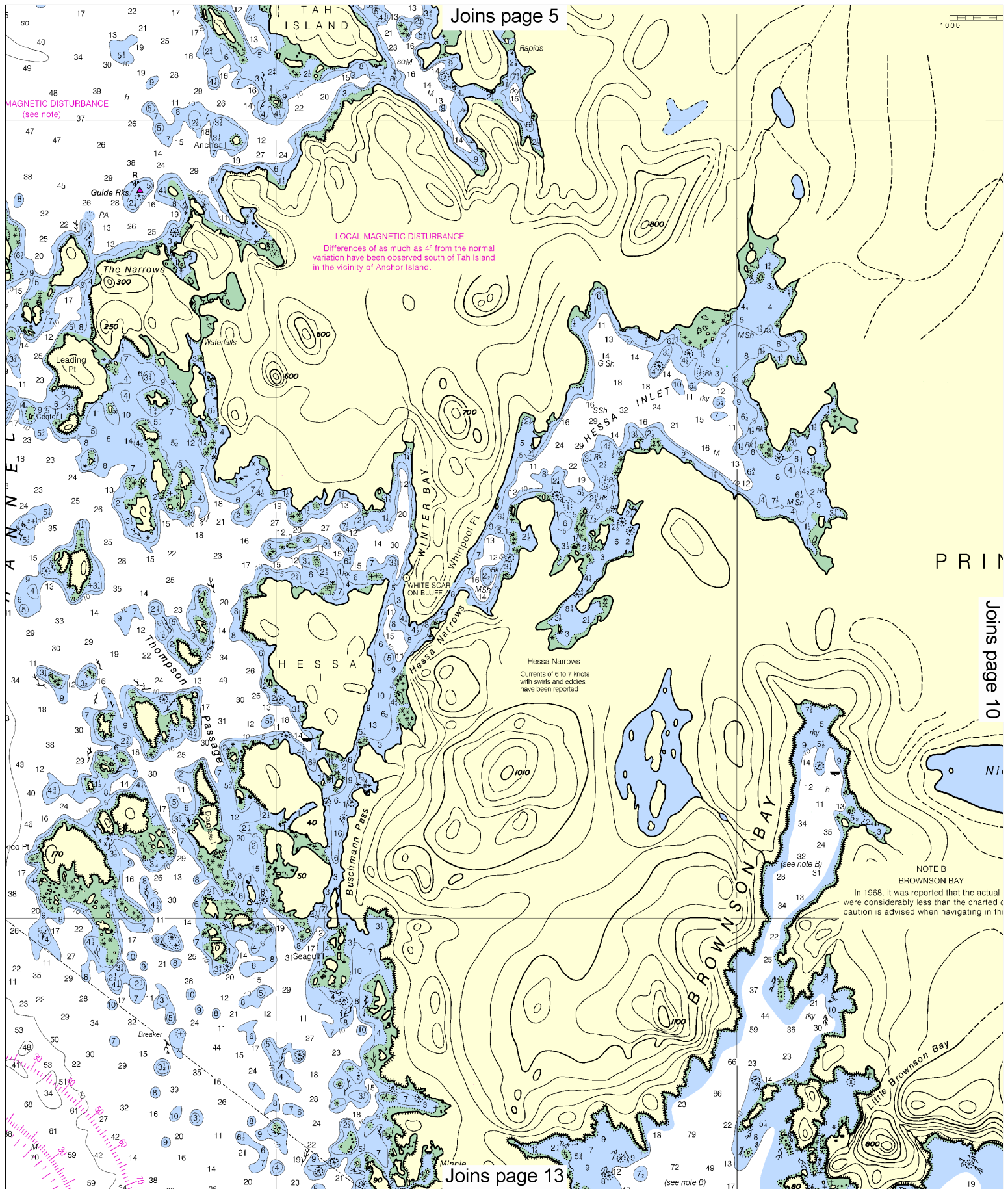
Note: Chart grid lines are aligned with true north.

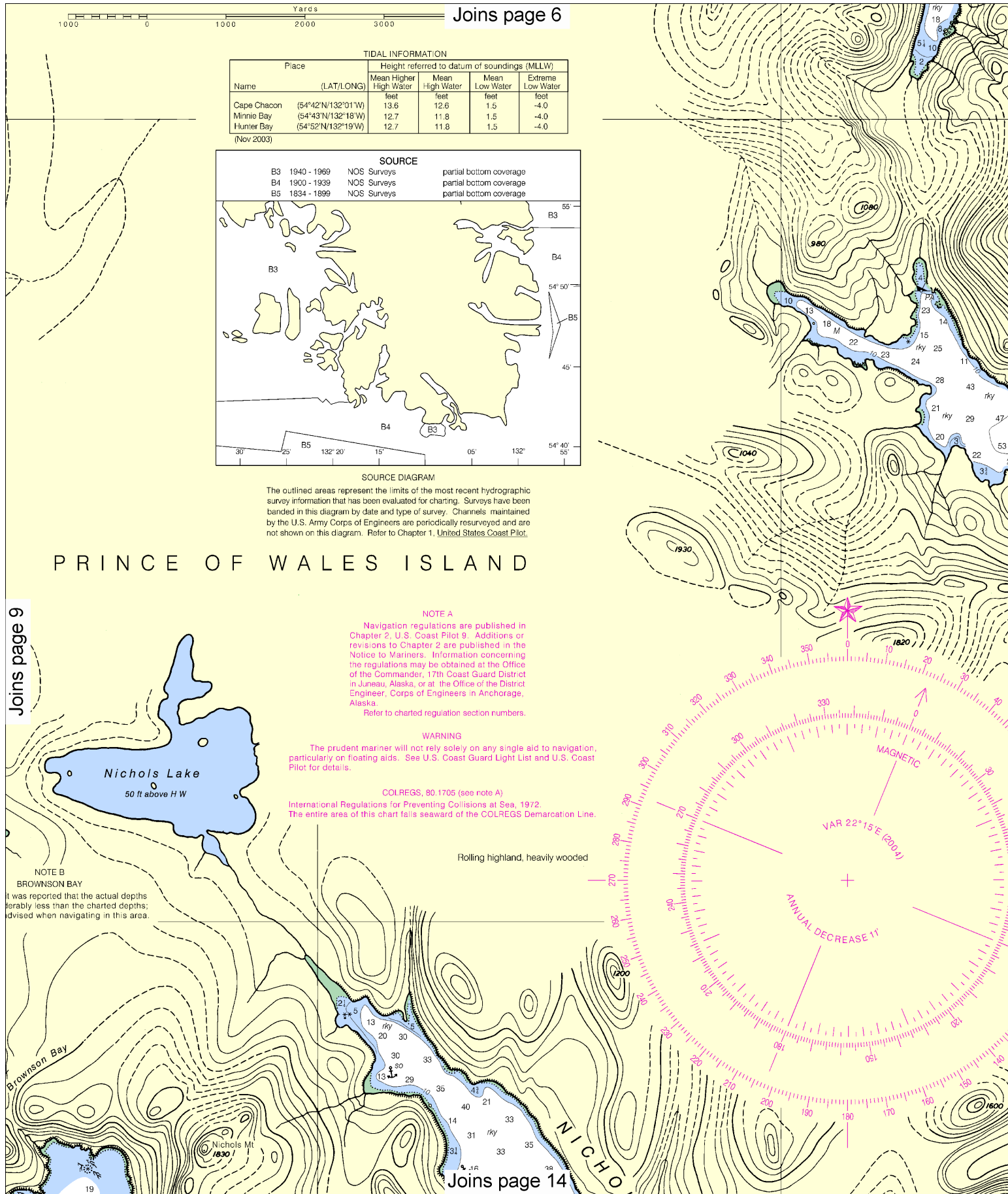
Printed at reduced scale.

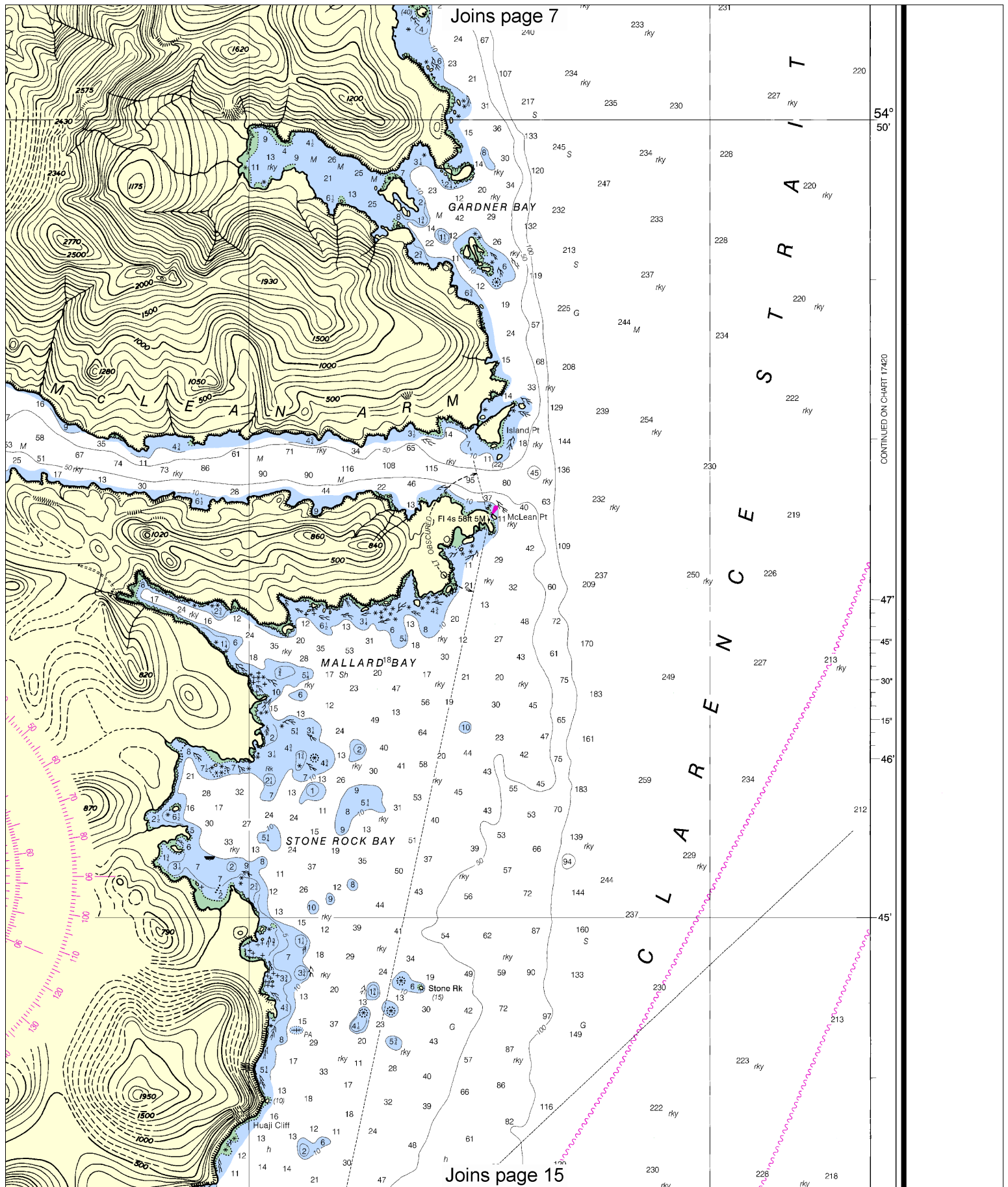
SCALE 1:40,000
Nautical Miles

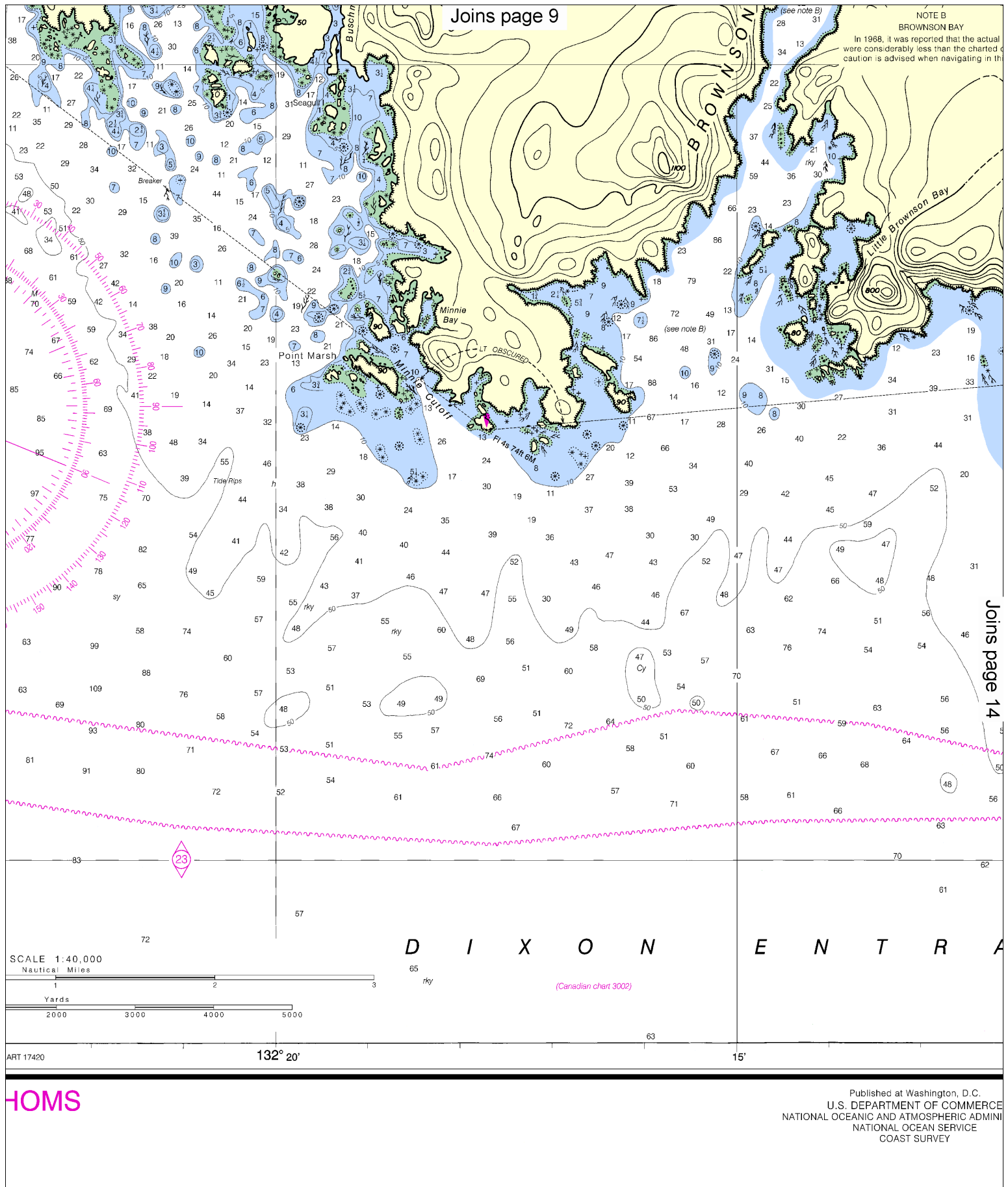
See Note on page 5.

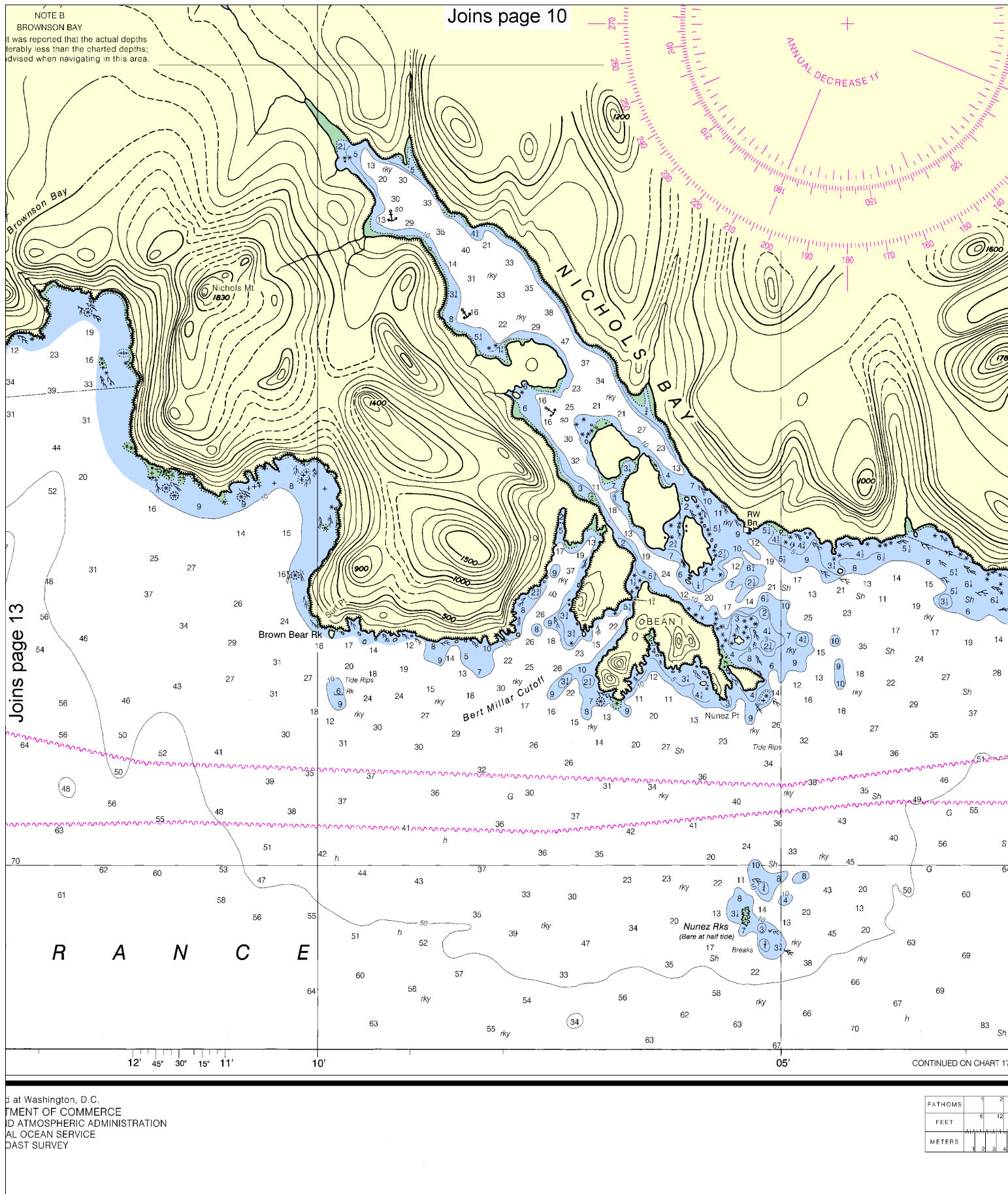




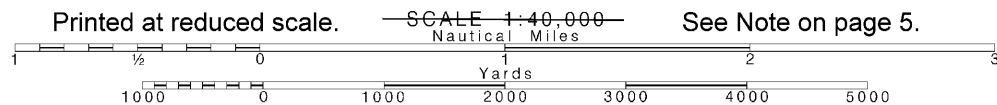




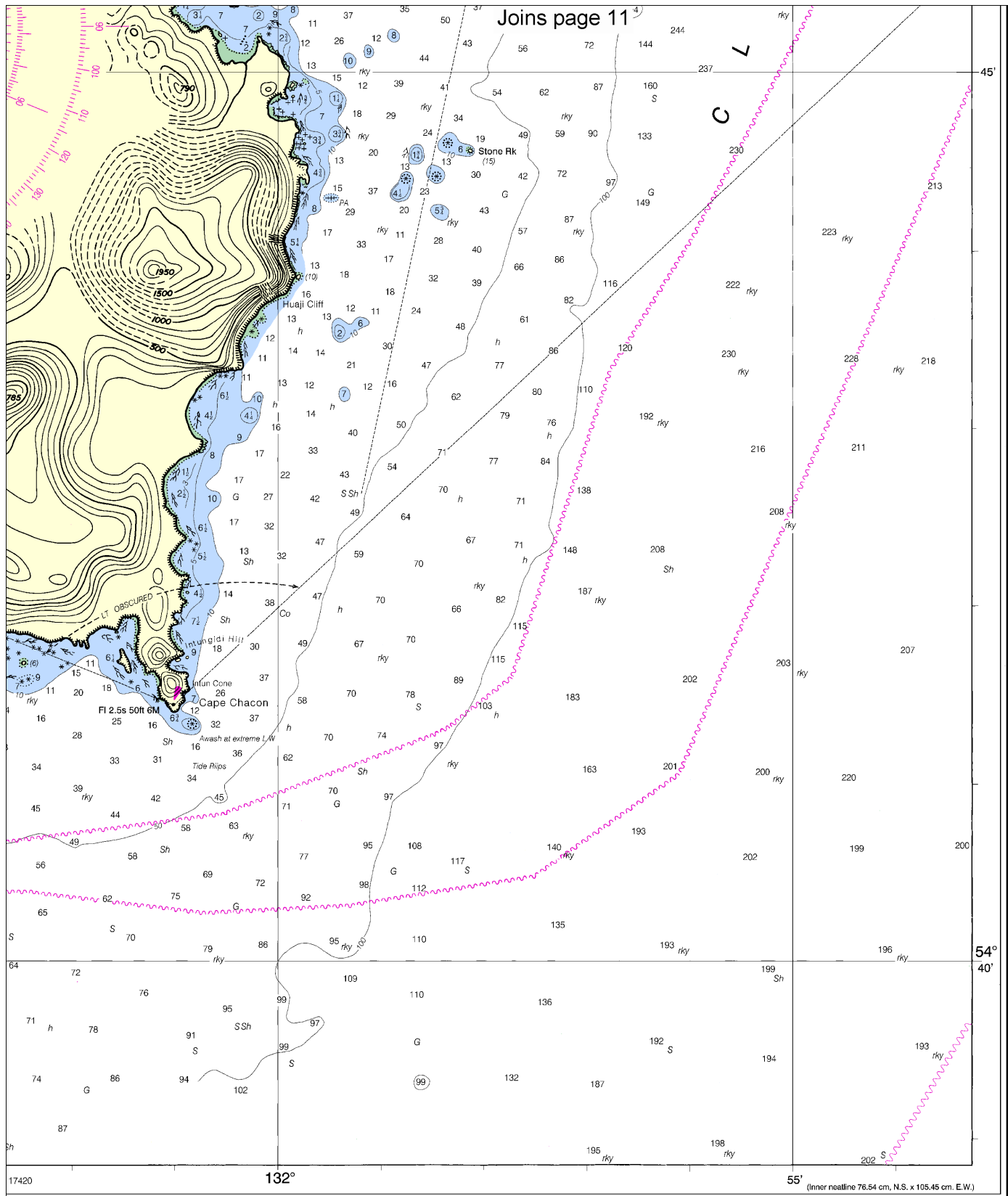




Note: Chart grid lines are aligned with true north.



See Note on page 5.



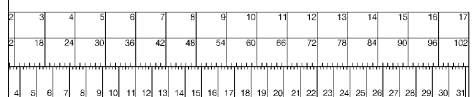
Joins page 11

C L

45'

54° 40'

55' (Inner redline 76.54 cm, N.S. x 105.45 cm. E.W.)



Kendrick Bay to Shipwreck Point
SOUNDINGS IN FATHOMS- SCALE 1:40,000

17433



15



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker